AMENDMENTS TO THE CLAIMS

1. (Currently Amended) Process for the operation of a vehicle unit, which consists of a motor vehicle to which a trailer is coupled, the process comprising:

(a) providing a motor vehicle that is equipped with a plurality of electronic systems for controlling ~~and regulating~~ operating conditions of the vehicle unit, the electronic systems including an electronic braking system (EBS), an electronic engine output control system (EMS), an electronic drive-train control system (ASS) and an electronic steering control system (ELS); and

(b) automatically controlling [[with]] the operating conditions achieved by the vehicle unit ~~and desired by the driver being automatically controlled and regulated~~ through the cooperation of at least two of the systems in the group of the electronic braking system (EBS), the electronic engine output control system (EMS), the electronic drive-train control system (ASS) and the electronic steering system (ELS), such that when the vehicle unit achieves an operating condition "stop on an incline or a decline", at least one of the electronic engine output control system (EMS), the electronic drive-train control system (ASS) and the electronic braking system (EBS) holds the vehicle unit stationary.

2. (Cancelled)

3. (Cancelled)

4. (Currently Amended) Process according to claim [[2]] 1, wherein when [[the]] an operating condition "restart" is desired for the vehicle unit, at least one of the electronic braking system (EBS) and the electronic drive-train control system (ASS) cooperates with the electronic engine output control system (EMS) in such a way that a smooth (jolt-free) movement of the vehicle unit occurs in the direction of travel desired by the driver.

5. (Currently Amended) Process according to claim 1, wherein when [[the]] an

operating condition "~~continuous~~ constant travel" is desired for the vehicle unit, at least one of the electronic braking system (EBS) and the electronic drive-train control system (ASS) co-operates with the electronic engine output control system (EMS) in such a way that a vehicle speed desired by the driver is maintained.

6. (Currently Amended) Process according to claim [[5]] 1, wherein when [[the]] an operating condition "slow travel" is desired for the vehicle unit, the response behaviour of the engine output control system (EMS) is altered in such a way that, while maintaining the entire range of movement of the accelerator pedal, an amplification is reduced.

7. (Previously Presented) Process according to claim 6, wherein the reduction of the amplification occurs step-wise.

8. (Previously Presented) Process according to claim 6, wherein the reduction of the amplification is adjustable by the driver.

9. (Currently Amended) Process according to claim 6, wherein when [[the]] at least one of an actuation speed and [[the]] an actuation force of the accelerator pedal exceeds a predetermined level, the reduction of the amplification is cancelled.

10. (Previously Presented) Process according to claim 6, wherein when a predetermined period of time has elapsed since reduction of the amplification, the reduction of the amplification is cancelled.

11. (Previously Presented) Process according to claim 1, wherein when the vehicle unit attains the operating condition "spinning of at least one drive wheel", the electronic braking system (EBS) and at least one of the electronic drive-train control system (ASS) and the electronic engine output control system (EMS) counteracts the spinning of the drive wheel(s) concerned.

12. (Previously Presented) Process according to claim 1, wherein when the operating condition "reduce speed" is desired for the vehicle unit, the retraction of the accelerator pedal of the electronic engine output control system (EMS) is evaluated in order to, in the event of exceeding or falling below a predetermined level, produce a moment (torque) counteracting the propulsion of the vehicle unit via the electronic braking system (EBS) and the electronic drive-train control system (ASS).

13. (Previously Presented) Process according to claim 12, wherein the level is predetermined as a particular gradient during retraction of the accelerator pedal.

14. (Previously Presented) Process according to claim 12, wherein the level is adjustable step-wise.

15. (Previously Presented) Process according to claim 1, wherein when the operating condition "cornering" is desired for the vehicle unit, the impact of the electronic steering system (ELS) is evaluated in order to, in the event of exceeding or falling below a predetermined level, produce a moment (torque) on at least one wheel of the motor vehicle at an inner side of the curve counteracting the propulsion of the vehicle unit via at least one of the electronic braking system (EBS) and the electronic drive-train control system (ASS).

16. (Previously Presented) Process according to claim 1, wherein when the operating condition "cornering" is desired for the vehicle unit, the impact of the electronic steering system (ELS) is evaluated in order to, in the event of exceeding or falling below a predetermined level, produce a moment (torque) on at least one wheel of the motor vehicle at an outer side of the curve supporting the propulsion of the vehicle unit via at least one of the electronic braking system (EBS) and the electronic drive-train control system (ASS).

17. (Previously Presented) Process according to claim 1, wherein when the operating condition "cornering" is desired for the vehicle unit, the impact of the electronic steering system (ELS) is evaluated in order to, in the event of exceeding or falling below a predetermined level, generate a moment (torque) at the rear wheels of the motor vehicle supporting the cornering travel of the vehicle unit via the electronic steering system (ELS).

18. (Previously Presented) Process according to claim 15, wherein the predetermined level is at least one of a particular steering angle and a particular vehicle speed.

19. (Previously Presented) Process according to claim 15, wherein the level is adjustable step-wise.

20. (Previously Presented) Process according to claim 15, wherein when the operating condition "forward travel" is desired for the vehicle unit, a moment (torque) counteracting the propulsion of the vehicle unit is produced on at least one wheel of the trailer at an inner side of the curve via the electronic braking system (EBS).

21. (Previously Presented) Process according to claim 20, wherein when the operating condition "reverse travel" is desired for the vehicle unit, a moment (torque) counteracting the propulsion of the vehicle unit is generated on at least one wheel of the trailer at an outer side of the curve via the electronic braking system (EBS).

22. (Previously Presented) Process according to claim 20, wherein when the operating condition "reverse travel" is desired for the vehicle unit, a moment (torque) counteracting the propulsion of the vehicle unit is generated on at least one wheel of the trailer at an inner side of the curve via the electronic braking system (EBS).

23. (Currently Amended) Process according to claim 1, wherein [[the]] a power

assistance supplemented by the electronic steering system (ELS) for assisting the driver is adjustable.

24. (Currently Amended) Process according to claim 1, wherein [[the]] a transmission of the electronic steering system (ELS) is adjustable.

25. (Currently Amended) An electronic system for a vehicle unit, which consists of a motor vehicle to which a trailer is coupled, the system comprising:

an electronic braking system adapted to be installed upon the motor vehicle;

an electronic engine output control system adapted to be installed upon the motor vehicle;

an electronic drive-train control system adapted to be installed upon the motor vehicle;

and an electronic steering control system adapted to be installed upon the motor vehicle; and

an electronic communication system linking the braking system, engine output control system, electronic drive-train control system and the electronic control system with at least two of the electronic control systems co-operating to automatically control the operating by the vehicle unit ~~and desired by the driver~~ in accordance with a process that is integrated into the electronic systems as hardware, such that when the vehicle unit achieves an operating condition "stop on an incline or a decline", at least one of the electronic engine output control system (EMS), the electronic drive-train control system (ASS) and electronic braking system (EBS) holds the vehicle unit stationary.

26. (Cancelled)

27. (Cancelled)

28. (Previously Presented) Process according to claim 6, wherein the reduction of

the amplification occurs continuously.

29. (Previously Presented) Process according to claim 12, wherein the level is predetermined as a particular position of the accelerator pedal.

30. (Previously Presented) Process according to claim 12, wherein the level is adjustable continuously by the driver.

31. (Previously Presented) Process according to claim 15, wherein the level is adjustable continuously by the driver.

32. (Currently Amended) An electronic system for a vehicle[[,]] unit, which consists of a motor vehicle to which a trailer is coupled, the system comprising:

an electronic braking system adapted to be installed upon the motor vehicle;

an electronic engine output control system adapted to be installed upon the motor vehicle;

an electronic drive-train control system adapted to be installed upon the motor vehicle;

and an electronic steering control system adapted to be installed upon the motor vehicle; and

an electronic communication system linking the braking system, engine output control system, electronic drive-train control system and the electronic control system with at least two of the electronic control systems co-operating to automatically control the operating by the vehicle unit ~~and desired by the driver~~ in accordance with a process that is integrated into the electronic systems as software, such that when the vehicle unit achieves an operating condition "stop on an incline or a decline", at least one of the electronic engine output control system (EMS), the electronic drive-train control system (ASS) and the electronic braking system (EBS) holds the vehicle unit stationary.